HAMMONIA

Passage Plan

as per requirements of IMO Resolution A.893(21), Annex 25 of SOLAS V.

This Plan shall be used with appropriate ISM and ISPS Procedures and Forms regarding to Sea Passage and Port stay. International and national Safety, Environmental and Security requirements have to be taken into account as well as a good seamanship and practice.

Vessel:	LETAVIA	**Date:**	07. Aug 18	**Voyage No.:**	0GB13S1MA

A) General information about condition and state if the vessel, Pre-Arrival and Pre-Departure

Port of Departure:	NEW ORLEANS	Port of Destination:	HOUSTON
Max. Sailing Draft [m]:	10,7 m	Distance Pilot to Pilot:	328,3
Estimated Max. Arrival Draft [m]:	10,0 m	Distance Berth to Berth:	470
Condition (loaded, ballast):	LOADED	Begin of Sea Passage (Date and Time):	08.08.2018 1448LT
Departure (Date and Time):	08.08.2018 0700LT	End of Sea Passage (Date and Time):	09.08.2018 0700LT
ETA Pilot (Date and Time):	07.08.2018 0800LT	Arrival on the Berth (Date and Time):	
ETB Pilot (Date and Time):	07.08.2018 1542LT		

Chart and publications current condition and corrected up to weekly NtM No. 31 Dated: 5-Aug-18

Ecdis name: 01 NEW ORLEANS - HOUSTON
GPS -12

B) Maximum Squat and Under Keel Clearance Calculation

It must be taken into account that if the ship in shallow waters and at forward speed, there is a danger to go aground due to phenomenon known as “squat”. Therefore the calculation of the minimum under keel clearance shall include maximum squat parameter. The calculation of the minimum under keel clearance is not limiting necessary observations of it during passage by all available means, such as echo-sounder. The squat calculation shall be done on board in range between minimum and maximum manouevering speed of the vessel, in 1 knot difference. Confined water condition is the maximum squat equal 2 x open water condition. The speed “V” is the ship speed relative to the water. Tidal speed and direction of current must always be taken into account by the Master and/or Bridge Officer.

Maximum Squat Calculation		
Speed in knots relative to the water [kn]	**Confined waters [m]**	**Open waters [m]**
5.0		
7.0		
9.0		
10.0		
11.0		
12.0		
13.0		
15.0		
17.0		

Maxiumum Squat (in m) 0 (V^2 / 100) x Cb, where

Cb - block coefficient, ship specific from the stability Booklet

ANTICIPATED UNDER KEEL CLEARANCE CALCULATION [m]

Controlling Draft [m] = Minimum Depth + Predicted Height of Tide;

Deep Navigational Draft [m] = Maximum Draft + Calculated squat;

Under Keel Clearance [m] = Controlling Draft - Deep Navigational Draft

C) Port of Departure

Important navigational and communication information have to be entered in the below Tables.

Port /Terminal	NEW ORLEANS	Squat		VHF Ch. Terminal	
Name/Number of Berth	Container Terminal	Min. Under keel Clearance	4 m	VHF Ch. Port Control	12
Max. Draft	10,7 m	Pilot Off	08.08.2018 1406LT	VHF Ch. Pilots	16;09;67
Max. Air-Draft	43,12 m	Outbound Pilotage Time	08.08.2018 1406LT	VHF Ch. VTS	11;12
Speed Restriction	15,0 kts	Density of Water	1000	VHF Ch.	16

Tidal Information

Standard Port: NEW ORLEANS

Time Differences: HW - LW -

Height Differences: HW - LW -

Low Water	High Water	Date	Time	Height	Remarks / Method of Calculation
					ATT
					ATT

D) Passage Planning

Passage from Berth to Pilot Station

In the following table the important waypoints to be entered by passing from Berth to Pilot Station. If passing various courses between waypoints, so should be recorded under "True Course"; the time of course changing to be recorded into "Time" as appropriate.

Landmark / Remarks	True Course	Average Speed	Time	Charts	Name of Helsman	
29°54.715N 090°06.738W	250,2	By Order		ECDIS	AB	START CHANGE OVER DUE TO LOW VISCOS
29°55.212N 090°04.119W	70,2	By Order		ECDIS	AB	OF LS MGO 08.08.2018/06:42
29°55.944N 090°03.491W	36,8	By Order		ECDIS	AB	
29°57.316N 090°03.557W	351,6	By Order		ECDIS	AB	
29°57.575N 090°03.101W	56,8	By Order		ECDIS	AB	
29°57.382N 090°01.951W	100,9	By Order		ECDIS	AB	
29°56.191N 089°59.610W	120,3	By Order		ECDIS	AB	
29°55.621N 089°58.777W	128,2	By Order		ECDIS	AB	
29°55.352N 089°57.740W	106,6	By Order		ECDIS	AB	
29°55.329N 089°56.134W	91	By Order		ECDIS	AB	
29°55.085N 089°55.336W	109,3	By Order		ECDIS	AB	
29°54.508N 089°54.806W	141,3	By Order		ECDIS	AB	
29°53.399N 089°54.178W	153,8	By Order		ECDIS	AB	
29°52.447N 089°54.146W	178,3	By Order		ECDIS	AB	
29°51.920N 089°54.854W	229,5	By Order		ECDIS	AB	
29°51.948N 089°55.605W	272,4	By Order		ECDIS	AB	
29°52.925N 089°57.725W	297,9	By Order		ECDIS	AB	
29°52.872N 089°58.223W	263	By Order		ECDIS	AB	
29°52.256N 089°58.504W	201,7	By Order		ECDIS	AB	
29°51.463N 089°58.612W	186,8	By Order		ECDIS	AB	
29°50.626N 089°59.040W	204	By Order		ECDIS	AB	
29°49.388N 090°00.006W	213,2	By Order		ECDIS	AB	
29°47.594N 090°00.536W	194,8	By Order		ECDIS	AB	
29°46.591N 090°01.202W	210,1	By Order		ECDIS	AB	
29°45.756N 090°01.464W	195,3	By Order		ECDIS	AB	
29°45.211N 090°01.331W	168,0	By Order		ECDIS	AB	
29°44.888N 090°00.998W	138	By Order		ECDIS	AB	
29°43.584N 089°59.441W	133,8	By Order		ECDIS	AB	

29°42.274N 089°58.656W	152,4	By Order		ECDIS	AB
29°40.359N 089°57.566W	153,6	By Order		ECDIS	AB
29°38.848N 089°57.310W	171,6	By Order		ECDIS	AB
29°37.590N 089°54.795W	119,8	By Order		ECDIS	AB
29°37.070N 089°53.941W	124,9	By Order		ECDIS	AB
29°6.271N 089°51.946W	114,6	By Order		ECDIS	AB
29°35.989N 089°50.182W	100,4	By Order		ECDIS	AB
29°33.426N 089°46.409W	127,8	By Order		ECDIS	AB
29°32.424N 089°45.441W	139,8	By Order		ECDIS	AB
29°31.825N 089°44.606W	129,3	By Order		ECDIS	AB
29°31.392N 089°43.526W	114,6	By Order		ECDIS	AB
29°30.745N 089°42.713W	132,3	By Order		ECDIS	AB
29°29.161N 089°41.593W	148,3	By Order		ECDIS	AB
29°28.519N 089°40.922W	137,5	By Order		ECDIS	AB
29°27.986N 089°40.208W	130,5	By Order		ECDIS	AB
29°27.655N 089°39.479W	117,4	By Order		ECDIS	AB
29°27.550N 089°39.019W	104,6	By Order		ECDIS	AB
29°27.292N 089°36.592W	96,9	By Order		ECDIS	AB
29°26.792N 089°35.907W	129,9	By Order		ECDIS	AB
29°26.353N 089°35.909W	180,2	By Order		ECDIS	AB
29°25.471N 089°36.262W	199,3	By Order		ECDIS	AB
29°24.379N 089°36.246W	179,3	By Order		ECDIS	AB
29°23.948N 089°35.947W	148,8	By Order		ECDIS	AB
29°23.345N 089°35.351W	139,1	By Order		ECDIS	AB
29°22.614N 089°34.351W	129,9	By Order		ECDIS	AB
29°22.190N 089°33.477W	119	By Order		ECDIS	AB
29°21.579N 089°30.998W	105,7	By Order		ECDIS	AB
29°20.686N 089°28.882W	115,7	By Order		ECDIS	AB
29°20.690N 089°28.547W	89,3	By Order		ECDIS	AB
29°21.853N 089°27.252W	44,3	By Order		ECDIS	AB
29°21.791N 089°26.500W	95,3	By Order		ECDIS	AB
29°21.517N 089°25.624W	109,7	By Order		ECDIS	AB
29°21.136N 089°24.880W	120,3	By Order		ECDIS	AB
29°20.357N 089°23.884W	131,7	By Order		ECDIS	AB
29°17.390N 089°21.449W	144,3	By Order		ECDIS	AB
29°17.057N 089°21.404W	173,2	By Order		ECDIS	AB
29°16.188N 089°20.689W	144,2	By Order		ECDIS	AB

29°14.947N 089°18.997W	129,9	By Order		ECDIS	AB
29°14.227N 089°18.068W	131,4	By Order		ECDIS	AB
29°13.328N 089°17.368W	142	By Order		ECDIS	AB
29°11.228N 089°15.917W	150,6	By Order		ECDIS	AB
29°09.803N 089°15.299W	159,2	By Order		ECDIS	AB
29°09.506N 089°15.242W	170,4	By Order		ECDIS	AB
29°08.963N 089°15.288W	184,3	By Order		ECDIS	AB
29°08.126N 089°15.420W	187,8	By Order		ECDIS	AB
29°05.077N 089°17.012W	204,6	By Order		ECDIS	AB
29°04.521N 089°17.515W	218,4	By Order		ECDIS	AB
29°03.901N 089°18.284W	227,5	By Order		ECDIS	AB
29°03.388N 089°18.704W	215,7	By Order		ECDIS	AB
29°02.598N 089°19.217W	209,7	By Order		ECDIS	AB
29°02.200N 089°19.561W	217,2	By Order		ECDIS	AB
29°00.873N 089°20.667W	216,2	By Order		ECDIS	AB
28°58.653N 089°22.494W	215,9	By Order		ECDIS	AB
28°57.171N 089°23.735W	216,3	By Order		ECDIS	AB
28°56.200N 089°24.405W	211,3	By Order		ECDIS	AB
28°55.156N 089°25.164W	212,6	By Order		ECDIS	AB
28°54.691N 089°25.496W	212,1	By Order		ECDIS	AB
28°54.312N 089°25.891W	222,5	By Order		ECDIS	AB
28°52.747N 089°25.909W	180,6	By Order		ECDIS	AB

The parameters in the column "Dist." is related to the next waypoint; Under Keel Clearance is related to the depth on appropriate chart if deepwater passage than "DW" letters to be entered

WP	Latitude	Longitude	Course	Distance	min. UKC	Charts	ECA in	ECA out	Remark/preferred fix method & frequency
785 SOUTHWEST PASS PLT	28°51.800N	089°25.270W	149,3	1,1 nm	DW	ECDIS			
786	28°49.337N	089°26.565W	204,9	2,7 nm	DW	ECDIS			Radar, GPS / 10 mins
801	28°01.678N	090°08.722W	218,0	60,3 nm	DW	ECDIS			Radar, GPS / 10 mins
802	27°51.070N	092°34.108W	265,3	129,2 nm	DW	ECDIS			Radar, GPS / 10 mins
803	28°13.791N	092°53.810W	322,4	28,6 nm	DW	ECDIS			Radar, GPS / 10 mins
804	29°04.194N	094°13.383W	305,7	86,2 nm	DW	ECDIS			Radar, GPS / 10 mins
811 HUO PLT	29°15.502N	094°32.586W	303,9	20,2 nm	DW	ECDIS			Radar, GPS / 10 mins
		Total Distance:		328,3					

Passage from Pilot Station to Berth

In the following table the important waypoints to be entered by passing from Berth to Pilot Station. If passing various courses between waypoints, so should be recorded under "True Course"; the time of course changing to be recorded into "Time" as appropriate.

Landmark / Remarks	True Course	Average Speed	Time	Charts	Name of Helsman
29°15.525N 094°33.538W	271,5	By Order		ECDIS	AB
29°16.102N 094°34.402W	307,3	By Order		ECDIS	AB
29°18.230N 094°37.169W	311,3	By Order		ECDIS	AB
29°19.831N 094°40.192W	301,2	By Order		ECDIS	AB
29°20.428N 094°41.319W	301,1	By Order		ECDIS	AB
29°20.739N 094°42.916W	282,5	By Order		ECDIS	AB
29°20.554N 094°46.163W	266,3	By Order		ECDIS	AB
29°20.867N 094°46.897W	295,9	By Order		ECDIS	AB
29°22.032N 094°48.085W	318,2	By Order		ECDIS	AB
29°29.247N 094°51.757W	336,0	By Order		ECDIS	AB
29°29.458N 094°51.862W	336,4	By Order		ECDIS	AB
29°33.613N 094°54.979W	326,7	By Order		ECDIS	AB
29°36.822N 094°57.499W	325,5	By Order		ECDIS	AB
29°36.851N 094°57.838W	275,6	By Order		ECDIS	AB
29°36.806N 095°00.907W	269,1	By Order		ECDIS	AB

E) Points and Areas of Special Concern and "No-Go Areas" (obstacles, congested traffic area, etc.)

All important for safe navigation areas and points on the route must be recorded. "No-Go Areas" have to be marked on appropriate charts accordingly.

Chart	Position or Landmark	True Course	True Bearing	Radar Range	Min. Distance Off	Remarks

F) Passage route segregation on Sections of concern

The Passage route has to be segregated on three Sections of concern: **I, II and III.**
SECTION I: Sea/Ocean Passage;
SECTION II: EOSP to POB, Pilot off to BOSP or points and areas of special concern;
SECTION III: Pilotage to/from the berth.
Data for each Section must be determined by Master only.

Please note that the Sections I and II can be mixed, i.e. Section II can be entered into the Section I in case the ship has in her Sea Passage any points or areas of special concern. All available means must be used to observe the ship's **position**. In the **"Bridge Team"** state the persons by Rank occupying the bridge. **"Max.Speed"** – maximum permissible or recommended speed for appropriate SECTION. **"Rudder Control"** – autopilot or manual.

"Alternative Action" – contingency plan for alternative action must be entered to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based Emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.

Parameter	*Section I*	*Section II*	*Section III*
Position Start - End	BOSP - EOSP	EOSP - POB, PILOT OFF - BOSP	POB - BERTH, BERTH - PILOT OFF
Bridge Team	Master, OOW, AB	Master, OOW, AB	Master, OOW, AB
Max. Speed	By order	By order	By order
Rudder Control	Autopilot	Autopilot, Manual	Autopilot, Manual
Alternative Action	Contingency Plan	Contingency Plan	Contingency Plan

G) Port of Arrival

Tidal Information

Standard Port:	HOUSTON	Time Differences: HW -		LW -	
		Height Differences: HW -		LW -	

Low Water	High Water	Date	Time	Height	Remarks / Method of Calculation
					ATT
					ATT
					ATT
					ATT

Important navigational and communication information have to be entered in the below Tables.

ETA	09.08.2018 0730LT	Squat		VHF Ch. Terminal	
Port /Terminal	HOUSTON	Min. Under keel Clearance	3,0 m	VHF Ch. Port Control	16
Name/Number of Berth	Container Terminal	Speed Restriction	N/A	VHF Ch. Pilots	16;14;74
Max. Draft	10,7 m	Density of Water	1000	VHF Ch. VTS	12;11;13
Max. Air-Draft	43,12 m			VHF Ch.	16

H) Publications Used

Publications	POD	Sea Passage	POA
List of Lights	Digital List of Lights Area 6	Digital List of Lights Area 6	Digital List of Lights Area 6
Admirality of Radio Signal	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)	ADRS Vol 1,2,3,4,5 -Area 2; Vol-6(6)
Sailing Directions	eNP69A	eNP69A	eNP69A
Tide Table	Admiralty Digital Publication	Admiralty Digital Publication	Admiralty Digital Publication
Others	Port's Guide, Routeing Chart	Routeing Chart	Port's Guide, Routeing Chart

I) Additional Information

Any particular information relevant to this Passage Plan should be recorded, i.e. Expected weather conditions, particular features of Port, approaching, communication, current, tides, hazards, buoys systems, etc. if appropriate.

Condition	POD	Sea Passage	POA
Vsl security level during ports stay & during sea passage Level 1;Maintain effective enhanced vigilant anti-piracy watches,lookouts			
should be fully briefed. All personnel briefed on their duties,including familiarity with the alarm signal signifying a piracy attack.Ensuring that			
there are sufficient binoculars for enhanced bridge team,search lights STBY for immediate use when required.Evaluate suspicious activity for			
piracy definitions.If pirate attack is imminent follow the ship's security plan follow according to Anti Piracy Management Practices instraction.			

K) Notes or Remarks

Protection of the Marine Environment all garbage category discharge into sea prohibited,only for discharge food waste chief cook shall be receiv permition from chief officer when vsl. outside special areas, more or 12 nm from nearest shore, en route and as far as practicable.Oil and oily mixtures shall be retained on board for subsequent discharge to reception facilities or discharge into sea in accordance with the following provisions: 1.)The Ship is proceeding en route. 2.)The ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 ppm. Each operation shall be fully recorded without delay in the Oil Record Book. No discharge into sea chemicals or other substances in quantities or concentrations whitch are hazardous to the marine environment.When the ship is involved in an incident which results in the discharge of oil or chemical substances, pollutant to the marine environment, the master is obliged under the terms of MARPOL 73/78 to report details of the incident, without delay, to the nearest coastal state by means of the fastes telecommunication channels available, to the Port State Authorities if the ship is in port and to the Ship Interest Contacts.In this context reference is made to the Shipboard Oil Pollution Emergency Plan in which further detailed reporting can be found.The ship has in operation an approved sewage treatment plant.Chinese ministry of transport has announced that from 1 april,2016,vessel must use fuel oil containing 0.5% sulphur or less during port stay at ningbo(during one hour after alongside and one hour prior ship's departure at berth).and ships shall carry a written procedure showing how the fuel oil change-over is to be done.the volume of low sulphur fuel oils in each tank as well as the date,time,and position of the ship when any fuel-oil-change-over operation completed, shall be recorded in log-book.
Monitor wind direction & speed,current,monitor UKC on the Echo Sounder,monitor weather SPOS8/EGC/NAVAREA warnings,heavy precautions incase bad weather, keep sharp look out at all times.When will encounter dense fishing traffic call Master, ship's horn is too helpful. If in doubtful of the vessel PSN inform Master immediately.Follow Masters Standing Orders.The environmental risk for the intended voyage has been assessed and was taken into account.
Shallow waters-Follow recommended TSS and VTS recommendations.Large numbers of vessels and fishing boats-navigate with caution

Date: 7-Aug-18

Master	GIELEANU MIHAI	.....
C/O	BELICYN NIKOLAJ	.....
2/O	LINCALLO JOSELITO JR. PRADO	.....
NWOiT	SPHITKO SERHIY	.....